



UTB Systems Center *Newsletter*



THIRD and FOURTH QUARTER

FISCAL YEAR 2001

The UTB Systems Center Newsletter is an authorized publication of news and information concerning the UTB community. Editorial content is unofficial and not for authority or action. The views and opinions expressed herein are not necessarily those of the Department of Transportation or the United States Coast Guard. BMCS Rick Thornton Editor.

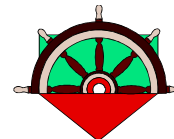
INSIDE THIS ISSUE

- 1-3 From the Pilothouse
- 2 Sumner I. Kimball Award WINNERS
- 3-4 Piloting to the new Normalcy
- 4 Navigation Proficiency?
- 4 SAR Fundamentals and First Aid Courses
- 5 Life Preserver Survival Vest (LPSV)
- 6 Stokes Litter
- 6 BOATALT 104
- 7 Boat Crew Survival Vest (BCSV) common problems
- 7 STANTEAM admin check sheets
- 7 UTB PMS sheet corrections
- 8 Dry Suit Neck Rings
- 8 Skeg Tube Bracket

Phone Number Change

ALL TRACEN YORKTOWN PREFIX PHONE NUMBERS HAVE CHANGED. THE AREA CODE, 757, AS WELL AS THE 4-DIGIT EXTENSIONS WILL REMAIN THE SAME. CURRENT PHONE NUMBERS, (757) 898-XXXX HAVE BEEN CHANGED TO (757) 856-XXXX.

FROM THE PILOTHOUSE



By LT S.K. Whalen
Chief, UTB Systems Center

NEW CHIEF AT UTB Systems Center

LCDR John Homan has moved on to his new assignment as Commander, Group Hatteras, NC. LCDR Homan served here at the UTB Systems Center for 4 years and was involved in improvements too numerous to list. I know the UTB community is better off for his efforts. We here at the UTB Systems Center wish him and his family well in his new assignment.

I reported to Yorktown in June from CGC VIGILANT (Port Canaveral, FL) where I served as Operations Officer. For those that don't know me, I have spent most of my career in the northeast. In addition to the 210 WMEC, I've had tours as XPO of an 82' WPB, Group Controller, 378 WHEC and 6 stations including 3 as OIC or CO.

I've had the opportunity to observe the business of the UTB Systems Center for three months now and would like to comment on my initial observations. First, there are several initiatives underway to improve both platforms and procedures. You can stay up to date on many these by checking out the G-OCS website at <http://cgweb.comdt.uscg.mil/G-OCS/BoatBranch.htm>

Second, everything a unit needs to do well during a STATEAM assessment visit is available on the UTB Systems Center website <http://rtcs10net.rtc.uscg.mil/TCYORKWEB/utb/index.htm>

Please check these out. It will help you understand what is required and what changes may be in store in the future. Remember, "Knowledge is power."

Continued on page 3

Summer I. Kimball High Readiness Award Recipients

41' UTB FY-2001



*District 1 Station Southwest Harbor
 Station Rockland*

*District 5 Station Wrightsville Beach
 Station Crisfield
 Station Oregon Inlet
 Station Fort Macon*

*District 7 Station Cortez
 Station Sand Key*

District 8 Station Port O Connor

*District 9 Station Bayfield
 Station Milwaukee*

This award recognizes the achievement of high readiness by shore units with a 41 UTB attached during biennial STANTEAM assessment visits. It recognizes both crew proficiency and boat material condition as essential readiness components.

COMDTINST 16114.24 provides the eligibility requirements

Congratulations to these stations for their hard work in achieving this high readiness award.

PHONE INDEX

UTB SYSTEMS CENTER (UTBSC)

The following phone extensions are available. (757) 856-XXXX FAX.....2322

| TITLE | NAME | EXTENSION | E-MAIL ADDRESS |
|---|---------------------------|-----------|--|
| Chief, UTB Systems Center..... | LT Scott Whalen..... | 2227 | SWhalen@TCYorktown.uscg.mil |
| Ass't Chief, UTB Systems Center | CWO4 Chris Henry..... | 2250 | CHenry@TCYorktown.uscg.mil |
| Standardization Team (STANTEAM) Supervisor .. | CWO2 Thomas Guthlein..... | 2178 | TGuthlein@TCYorktown.uscg.mil |
| Resident School Chief..... | BMCS Michael Butz..... | 2179 | MButz@TCYorktown.uscg.mil |
| Senior Instructor..... | BMC Doug Layman..... | 2976 | Dlayman@TCYorktown.uscg.mil |
| Operations and COTR..... | BMC Holly Wiggins..... | 2253 | HWiggins@TCYorktown.uscg.mil |
| Engineering Maintenance..... | MKC Brad Friedlin..... | 2214 | BFriedlin@TCYorktown.uscg.mil |
| STAN Team Leader..... | BMCS Rick Thornton..... | 2071 | RThornton@TCYorktown.uscg.mil |
| STAN Team Lead Engineer..... | MKC Marvin Knight..... | 2007 | MKnight@TCYorktown.uscg.mil |
| STAN Team Engineer..... | MK1 Lee Airth..... | 2125 | LAirth@TCYorktown.uscg.mil |
| STAN Team Engineer/Webmaster..... | MK1 Brian McGinnis..... | 2125 | BMcGinnis@TCYorktown.uscg.mil |
| STAN Team Boatswain | BMC Phil Addison..... | 2272 | PAddison@TCYorktown.uscg.mil |
| STAN Team Boatswain | BM1 Tim Hudson..... | 2180 | THudson@TCYorktown.uscg.mil |
| STAN Team Boatswain | BM1 Mary Watson | 2218 | MWatson@TCYorktown.uscg.mil |

Continued from page 1

Two areas of concern that have been identified during STANTEAM visits deserve mention. 1) Rescue and survival systems and 2) Boat crew certification and currency maintenance. Both have detailed instructions concerning requirements and procedures, yet visits often identify personnel who's currency has lapsed, are missing documentation of rescue and survival equipment PMS. Please review the instructions and ensure you are meeting the requirements of the instructions – I guarantee the STANTEAM will look.

We have finally received the Kimball Awards from the engraver and will be shipping these out as soon as money is available. I wish to pass on my personal congratulations to those units who were able to meet the high standards for this award.

Finally, a sales pitch. Every year during transfer season we have knowledgeable, experienced instructors and STANTEAM members depart. We are always in need of highly motivated replacements. We here at UTB Systems Center expect to see an increase in the number of BM"A" and Coxswains "C" school students during the next several years. The opportunity to have a positive impact on the career of junior BM's has never been greater. If you are interested in the Yorktown area and desire to continue operating boats, contact the UTB Systems Center and talk with an instructor. I think you may enjoy the interaction with motivated students.

Piloting to the New Normalcy

By CWO Tom Guthlein

STANTEAM Coordinator

Since September 11, the World and the Coast Guard have changed forever. The new word of the day is the new normalcy, which means that we will never return to the same way we did things before the attacks on the World Trade Center and the Pentagon.

*Trying to reach the right balance between
operations and maintain unit readiness to meet
mission goals*

A great deal of this new change has fallen onto the boat community as a whole. The UTB fleet has logged 5 times more underway hours than last year during this same time frame. Along with that we have seen an increase in CASREPS, and mishaps Coast Guard wide. We know this is due to the increase OPTEMPO that has been put in place shortly after the attacks. We are now trying to reach the right balance between operations and the units' ability to maintain its readiness and meet mission goals. The number one mission of the Coast Guard is SAR, with Port Security a close second. The Commandant and the Area Commanders during many briefs and discussions have explained this order of precedence.

Continued on page 4

Continued from page 3

One of the things we have to keep focused on is our basic skills to ensure our boat operators maintain their solid foundation. By this I mean ensuring that training, maintaining and operating our boats are kept at a high level. We must remember that training and maintaining our boats is extremely important to the day-to-day operation of a unit. This idea has been echoing through various message traffic over the last three weeks. After analysis of the mishaps since 11 Sept. we have found two themes; members being unfamiliar with the equipment or area in which they are operating and personnel shortcutting standard maintenance/operating procedures in an attempt to meet mission and asset demands. Another factor, which plays a major role, is fatigue, which is related to the high mission OPTEMPO.

As leaders we must emphasize to all personnel the need to ensure proper training and area familiarization in support of operating effectively. All personnel must continue to adhere to standard procedures to ensure mission effectiveness. Re-enforce the usage of the crew utilization limits and rest requirements. Working together and using proper risk assessment helps us perform during these times of heightened operations.

Do not forget when our nation needed its coast and harbors defended after being attacked the Coast Guard, and it's men and women answered the call. Never have I seen such great resolve to complete a mission for our great nation. Please, remember what the above article has discussed, and keep focused.

Navigation Proficiency?

By BMCS Mike Butz
Resident School Chief

I am amazed at the number of students who show up to Coxswain "C" School lacking the basic skill sets expected for Boat Crew qualification. Many struggling students openly admit that their unit did not properly evaluate them in plotting and navigation proficiency during their oral board or check ride. Oral boards and Qualification check rides should evaluate all performance tasks regardless of the boat type or operating area. It disturbs me when I hear "We don't really plot where we operate because we just have nonstandard boats and we know the area so well". A certified Boat crewman is expected to be able to perform and maintain proficiency in all performance tasks outlined in the Boat Crew Qualification guide.

SAR Fundamentals Course or SAR School Road Show

By BMCS Rick Thornton

COXN SAR Fundamentals or Resident Course:
Task COX-06-03-Any

All Coxswains qualifying under the *NEW* qualification guides must pass the SAR Fundamentals Course. This requirement cannot be waived. *By the way, you cannot waive the requirements for any qualification task.* A study guide copy of the course can be obtained at the SAR school TRACEN Yorktown WEB page. BUT, you must still go through the Institute and take out the test. Break-in coxswains, don't wait until you are nearing the end of your qualification period to take out the course, do it at the start.

Coxswain's who attend the SAR school exportable training course Search Coordination and Execution (S C & E), this does meet the requirement. The member receives a certificate, which will go into the Training Record and you can sign the COXN task 06-03-ANY. The SAR school puts on about 3 courses a year at various units throughout the country.

First Aid Course for Certification

Crew First Aid Responsibility: Task BCM-02-02-Any

This task requires the member to pass the Red Cross or American Heart Association first aid course. This task cannot be waived for qualification. The annual first aid refresher or instruction given by a non-certified instructor does not meet the requirement. The course gives the member a three-year certification (when annual refresher is done) and a card for them to carry. If a qualified HS is not available, try your local fire department. We have found most departments have instructors that need to give this first level of training to keep them certified to teach. They have been more than willing to assist units as needed. Yes it will cost you a few bucks, but your crews will be certified to a set standard. You and the public can feel comfortable in knowing our crews have the knowledge when help is needed.

Life Preserver Survival Vest (LPSV)

By BMCS Rick Thornton

These are the new inflatable life preservers that people have wanted for years. But, before you go putting them into service there are some requirements from ALCOAST 227/01, 313/01 and 465/01 you must complete first. Your unit must contact CWO Kirk Neprud (G-OCS) **or** visit the OCS WEB site to get the **PQS** and instructions to **operate and PMS** the vests. If your CO/OIC decides to use them, these new vests are a one for one replacement for the current Boat Crew Survival Vest (BCSV) and PFD combination. Before anyone (Group riders, ET's, etc) can wear one they must complete the PQS prior to placing one on. These vests require monthly and annual PMS, for the safety of the member, it must be exactly adhered to. The PMS is different for each one so look closely at the maintenance documents before you buy them.

The four vests, which are presently authorized, are pictured below. Each vest has its unique configuration and design features and should be researched thoroughly prior to putting them in service on your boat.

Lifesaving Systems 485-CG



Sporting Lives 38 HUL/9



Mustang MD 3031 w/ Equipment pocket MA 6000



Sporting Lives 38 HTV/9



Lets Talk Stokes Litters

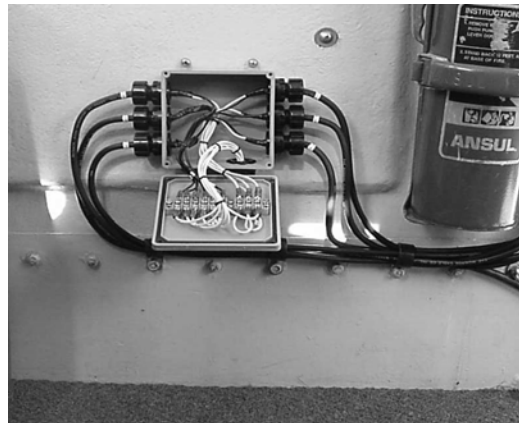
By BMC Phillip Addison

How many times have you asked yourself, why do we have the Helo hoisting sling on the stokes litter, knowing full well that the chance of your stokes litter being used by a CG Helo is very slim. Well maybe you should talk to your CO/OINC and see if you need to have a helicopter hoistable stokes litter on board the UTB. Commanding Officers/Officers-in-Charge are responsible for ensuring that the stokes litters is configured properly. Operational mission should be considered when dictating the unit's standard stokes litter configuration (shore-side, surface or helicopter hoisting). For stations the only two configurations needed are surface and helo hoisting. Maintaining kits containing parts required for each configuration is recommended for each mission for which stokes litter may be used. This will allow for rapid configuration changes and enhance operational readiness.

So your now saying, what if we need to have a surface (tending lines with snap hooks) and a helo hoistable stokes litter on board. The big thing is you can only have one configuration on the stokes litter at a time. So install the configuration that will be used the most, and the second one can be stowed in a small parts bag beneath the starboard bench seat. This will be a future change to the stowage plan on the UTB.

To Weight Test or Not To Weight Test?

That is an easy question; the surface configuration tending lines w/ snap hooks) when installed on the stokes litter is **not** required to be weight tested. On the other hand the helo hoistable configuration, is required to be weight tested. Refer to the Rescue and Survival Systems Manual. That's easy you say, just raise the litter off the deck, throw in some sand bags and if nothing breaks, the stokes litter is good to go. Hold on, not so easy; have you ever heard of Vernier calipers? I hope so, if you have been weight testing your stokes litter. The Vernier caliper is an instrument introduced in 1631 by Pierre Vernier of France for making very accurate linear measurements. That's enough of the history, back to the stokes litter, the vernier caliper is used to measure the compression on all cable compression sleeves. The acceptable range is .375 to .405 thousandths of an inch. As you can see Vernier calipers are a very important and a must have item for your Rescue and Survival locker. You must properly do a weight test, if your going to configure your stokes litter with a helo hoistable sling.



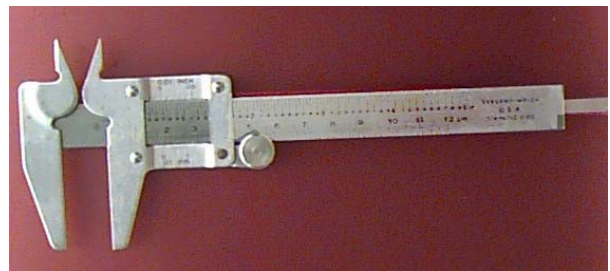
From the EDITOR

If a picture is worth a thousand words I could just stop here and not tell you what the above photo is. But since I have your attention, it's the new replacement for the ever changing and dreaded mast junction box.

Yes BOATALT 41UTB-104 Amendment 1 has finally arrived and is authorized to install. So wait no longer, get in line and change that old junction box for this new thru cabin fitting. See the web site below for all the juicy details where it goes and how it's put together.

<http://cgweb.elcbalt.uscg.mil/alts/41utb/41UTB-C-104amend.pdf>

Be the first one on your block (Group) to get the latest and greatest. But pleeeeeease call or e-mail if you have questions, I'm sure there will be some.



Vernier Caliper

Administrative Check sheet and Rescue Survival Check sheet

By BMC Philip Addison

Below you will find the attachments we use for our visits. These check sheets can help Groups, Activities and Stations in keeping up with the requirements of the Training Records and Rescue and Survival Systems Manual (RSSM).

Remember, information may change daily, like updates and ALCOASTS to the RSSM, so update your check sheets as requirements change. The worst thing is to be looking for something that is obsolete or no longer required. Hope this helps improve the program.

[Admin Inspection Sheet.doc](#)

[\\Survival Info\\Rescue and Survival Systems Checklist.doc](#)

NOTE: If you can't open these check sheets; we can send them to you by e-mail, just send your request to someone on the STANTEAM from the list on the second page of the newsletter.

Boat Crew Survival Vest Check

By BMC Philip Addison

Some common mistakes we find during our inspections are:

- Personnel Marker Lights (PML) are NOT required to be attached to the vest.
- MK 124 day/night flare not attached to the lanyard with surgeons knots or they are too loose.
- The equipment lanyards are too short or not attached to the pocket at all.
- VELCRO missing on the strobe light and from the vest shoulder and anti-exposure coverall hood.
- Incorrect stowage of the equipment in the vest

41' UTB PMS update

By MKC Marvin Knight

A notice came out that three maintenance procedures cards for the 41' UTB PMS manual, Tech Pub No. 3430, were inadvertently left out of the manual. You can get the copies to place in the manual by going to the ELC WEB site at

<http://CGWEB.ELCBALT.USCG.MIL/PMS/41UTB.htm>

The PMS cards are for PKP fire extinguishers:

R-A-1564 Test PKP fire extinguisher
R-C-1586 Recharge PKP fire extinguisher
R-C-1587 Hydrostatic test PKP fire extinguisher

Second notice of a change came from message 221346Z Aug 01 COGARD ELGLOGCEN make the following pen and ink changes:

MPC # M-C-5442: RENEW FUEL INJECTORS; Page 3 of 3, Line 14 **SHOULD READ**, "AFTER TUNE-UP IS COMPLETE, INSTALL ROCKER AND VALVE COVERS. TORQUE VALVE COVERS TO 17-19 FT-LBS. EXCEEDING 19 FT-LBS WILL POSSIBLY WARP OR CRACK VALVE COVERS. THESE NEW TORQUE VALUES SUPERCEDED CUMMINS TECHNICAL BULLETIN 3379083-05.

MPC # M-A-5440: MAIN ENGINE TUNE-UP; Page 2 of 2, **ADD** "TORQUE VALVE COVERS TO 17-19 FT-LBS. EXCEEDING 19 FT-LBS WILL POSSIBLY WARP OR CRACK VALVE COVERS." Between Line 2 and 3. THESE NEW TORQUE VALUES SUPERCEDED CUMMINS TECHNICAL BULLETIN 3379083-05.

MPC # M-C-5441: CLEAN INSPECT HEAT EXCHANGER; Page 2 of 2, Line 5 **SHOULD READ** "CAUTION - WHEN REMOVING THE HEAT EXCHANGER CORE FROM THE EXPANSION TANK, BE CAREFUL NOT TO BEND THE FLANGE END OR DENT THE ROUND OUTLET."

Contact MARK LACEY in the ELC Central Engine Overhaul Program at (410) 762-6796 with any questions.

Dry Suit Neck Rings

By BMCS Rick Thornton

The following is an excerpt from G-OCS message 251304Z OCT 01, Cold Weather Survival for Boat Operations:

CERTAINLY ONE OF THE MOST IMPORTANT FACTORS IN SURVIVING A COLD WATER MISHAP IS PROPER PPE. IT IS CRUCIAL THAT DRY SUITS, WHICH DEPEND ON UNDERGARMENTS FOR THEIR INSULATION, REMAIN DRY INSIDE. ANY INTRUSION OF WATER CAN SIGNIFICANTLY DEGRADE THERMAL RETENTION CAPABILITIES.

NECK COMFORT RINGS SHALL NOT BE USED AS THEY CAN ALLOW THE RAPID ENTRY OF WATER INTO A DRY SUIT.

ALCOAST 133/01 DIRECTED THAT NECK RINGS AND OTHER O-RING COMFORT DEVICES **MUST BE DISCARDED.**

Below is a picture of a neck ring if you haven't seen one.



If you have some information the field needs to know or an article for the UTB Newsletter forward through your CO/OIC and we would be happy to include it in the next issue.

Skeg Tube Bracket

By MK1 Lee Airth

I am new to the STANTEAM; I have replaced MK1 Troy Hasher. I would like to address a blueprint diagram on the 41 UTB that I came across while reviewing the prints for my new job. **According to blueprint 41UT 1101-1 Rev. R, Sheet 2 Dated March 14, 1972.** There should be a single piece of flat stock that connects from the CVK to the Skeg Sounding Tube. This bracket assists in strengthening the sounding tube in a couple of ways. First, when you have to use a pipe wrench to take off the 3/4" pipe cap, sometimes it is tough to turn, and you will hear from your supervisors be careful not to break off the sounding tube. Second, when you go into the engine room there is the possibility of stepping on the sounding tube by accident and possibly breaking it off. The picture below can be used to assist you to locate it on the left side of the drawing. We understand that most, if not all UTBs inspected do not have this bracket installed. We suggest you have this piece installed at the next Yard period.

